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SECURITY INFORMATION

COUNTRY Rumania REPORTTOPIC Constanta HarborEVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 16 October 1953REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS

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1. On arriving off Constanta and having dropped anchor on the roads, ship was searched for 3 1/2 hours by a control team of fourteen men in yellowish-brown uniforms and by eight policemen who carried pistols on their belts, and had then to remain on the roads for another night, as three Soviet tankers were given priority clearing. 50X1-HUM

2. ship was loaded in 48 hours on the outer end of the new oil pier which had eight oil pipes including four extending as far as the head of the pier. The average hourly shipment of oil was 250 tons if only one sort of oil was shipped. Loading operations were delayed if a definite sort of oil was not on stock. Between 40 and 50 oil and gasoline tanks could be seen from ship. said that they had a total capacity of about 300,000 tons. Between 10 and 12 of these large tanks were of new design. With the exception of two, the oil pipes also seemed to have been recently re-laid. The pump stations were close to the root of the pier. 50X1-HUM

3. When ship arrived in Constanta harbor, three Soviet tankers, which were new and well-painted, were taking on cargo. The largest one which was built in 1952, left port on a southerly course. the two smaller tankers, each about 8,000 tons dw, were bound for Odessa. A steamer, about 4,000 tons dw was taking on sawn timber at the outer end of the south side of the former grain and cattle pier, taking on the timber with her loading gear. Three small, obsolete single stackers, identified as large minesweepers, were berthed at the east mole. Their crews were giving them a new outboard coating. Three small barges and a tugboat were berthed alongside the grain elevator. A floating crane of about 40 tons lift capacity tied up alongside the navy pier. 50X1-HUM

4. Shore leave was granted from 4 p.m. to 8 p.m. Shore-goers were closely searched and identity cards were meticulously checked at the customs shed which was the landing point of the liberty men and was called Cheul de Nord. More soldiers than civilians were in the city which seemed rather neglected. Many officers were seen. They wore broad Russian epaulets mostly with red pipings and, in some instances, also blue or yellow pipings. Policemen or soldiers with submachine guns were posted at each intersection. The liberty men could be watched at any time by one or more sentries. No articles could be bought or exchanged for other ones. All shops were practically empty. The soldiers were well-clad, while the civilians looked rather shabby and, in many cases, were in rags. There were, however, no beggars. Strong patrols of up to eight men guarded the exits of the town in the north and northwest. 50X1-HUM

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5. About ten new barracks installations, used as military quarters, were north of the Cheul de Nord. Sentries were posted about every 50 meters on all quays and piers. Three sentries were at [] ship and three others were at the pump station at the root of the pier. Crew members [] were allowed on the pier only to check the ship's draft or to use the ferry boat, which every day at the outside of the south pier of the new oil harbor at 4 p.m. to take liberty man to the pass-checking point on the navy pier. 50X1-HUM

1. [] Comment. This ship is believed to be tanker []

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